# RAM 5500 CHASSIS CABS. RELIABILITY AND STRENGTH WHERE AND WHEN YOU NEED IT: TIME AFTER TIME, WHEREVER YOUR WORK TAKES YOU.

Ram 5500 Chassis Cab with Service Body upfit in Brilliant Black, and 5500 Chassis Cab with Flat Bed upfit in Flame Red.

**RAM 5500 CHASSIS CAB. HOW DODGE MANAGES THE TOUGHEST APPLICATIONS.** Business is classed into ranks because that's what works — and vying for the top rank is Ram 5500 Chassis Cab. Born and bred for the toughest jobs, this medium-duty ultra-strong work truck is proving itself daily in the real world.

Strength is a given. Both Ram 4500 and 5500 Chassis Cab models are powered by one of the most respected (and awarded) names in power plant history — the Cummins® 6.7-liter Turbo Diesel is standard for all models. The Cummins partnership with Ram carries its own merits, measured in durability, quality, and capability. Payload in Ram 5500 Chassis Cab reaches 11,880 lb, maximum towing capacity[1] is 18,350 lb, and maximum GVWR is a comfortable and capable 19,500 lb.

As the cleanest diesel for this class of work truck, the Cummins 6.7-liter arguably has no rival. It provides extraordinary torque — 610 lb-ft at 1,600 rpm — and offers built-in PTO-compatible architecture, with a 5-year/100,000-mile warranty that emphasizes both quality and durability. (See your Dodge dealer for full details).

More to the point in today's economy is Dodge longevity and efficiency. The brake pads on Dodge Ram 5500 Chassis Cab last over three times longer than the brake pads on the Ford F-550 chassis cab.[2] And when you put fuel efficiency into play, it works to your advantage: Ram 5500 Chassis Cab is 14 percent more fuel efficient than Ford F-550, and 23 percent more fuel efficient than Chevy Kodiak 5500.[3] Together, Dodge Ram and Cummins power provide an unbeatable combination.

For more, call or click: **800-4ADODGE,** or log on to **dodge.com/chassis_cab**

[1] When properly equipped. Always properly secure all cargo.
[2] Brake life projection based on 5,000-mile independent test on 2008 models.
[3] Estimated fuel economy based on independent testing on 2008 models. When properly equipped.

# MAKE LIGHT OF THE HEAVIEST ASSIGNMENTS, WITH THE WORK TRUCKS THAT HELP KEEP THE COUNTRY RUNNING. MEET THE TOUGH RAM 4500 CHASSIS CABS.

**Left: Ram 4500 Chassis Cab, Regular Cab, 84-inch cab-to-axle (CA) length, shown with aftermarket Stake Body upfit in Flame Red. Right: Ram 4500 Chassis Cab, Quad Cab® 60-inch CA, shown with aftermarket hydraulic "Bale Lift" in Bright White.**

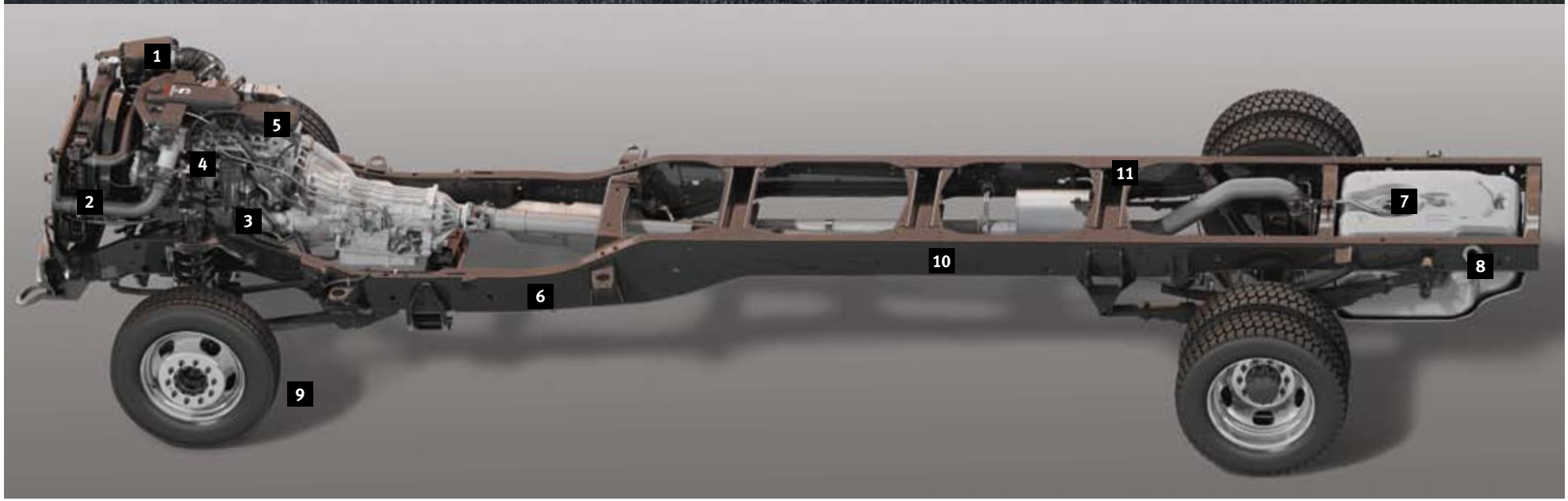
**RAM 4500 CHASSIS CAB. ONE OF THE BEST IN THE FIELD — AND IN EVERY FIELD.** When the jobs don't require the massive capability of Ram 5500 Chassis Cab — but you still need more than the super-tough and long-proven Ram 3500 Chassis Cab — Ram 4500 Chassis Cab comes to the fore.

Like Ram 5500, this top-tier applicant drives the workforce with standard 6.7-liter Cummins® Turbo Diesel power and its superb torque of 610 lb-ft. As the cleanest-burning Cummins ever, Ram 4500/5500 Chassis Cabs now meet the Air Resource Board (ARB) $NO_x$ Idling Emissions Standard, and are Clean-Idle Certified[1] — an honor which permits unlimited use at idle on the job site. Neither Ford nor GM chassis cabs carry the certification, which — by law — limits their idling time at work sites in certain states to only five minutes. And, like Ram 5500 Chassis Cab, capability is outstanding, with payload peaking at 8,900 lb,[1] and towing reaching up to 18,400 lb,[1] with a very impressive 26,000-lb GCWR to top it off. (There are even 7,000-lb and 12,000-lb GAWRs for the front and rear, respectively.) This truck is ready for work.

While the numbers for capability draw initial attention, other numbers fulfill longer wish lists. Ram 4500 and 5500 Chassis Cabs feature interior treatments, details, and spaciousness that translate into pure worker comfort. Handling and maneuverability are superb. There's so much more, one final number is needed: **800-4ADODGE** — and we're always open at dodge.com/chassis_cab

[1]When properly equipped.

# WE SET THE BENCHMARK — AND QUICKLY BECAME **THE NEW COMMERCIAL STANDARD** FOR THE INDUSTRY. CASE STUDY: THE UNDERLYING SUPPORT SYSTEMS OF RAM 4500 AND 5500 CHASSIS CABS — SINGULAR EXAMPLES OF QUALITY THAT GIVE THESE WORK TRUCKS MULTIPLE ADVANTAGES.




**1 QUALITY THAT WORKS BETTER THAN EVER.** Tested under brutally tough conditions — after all, Ram 4500 and 5500 Chassis Cabs are built for the toughest applications — these workers have what it takes: up to 16,500-lb GVWR on 4500 models, and up to 19,500-lb GVWR on 5500 models.[1] GAWR ratings: 7,000-lb in front; 12,000-lb rear GAWR on 4500 models, and 13,500-lb rear GAWR on 5500 models.

**2 START WITH BUILT-IN PTO CAPABILITY.** Designed from the get-go to provide what you need, the heavy-duty cooling system meets the additional heat loads often generated from PTO upfits and/or extreme hauling requirements.

**3 COMPREHENSIVE ELECTRICAL SYSTEM.** The electrical system reflects superb engineering. To conveniently integrate accessories, the auxiliary Power Distribution Center under the hood contains two fused 25-amp battery feeds, one fused relay-controlled 20-amp ignition circuit, and one empty relay location (for a future upfit). Also standard are a seven-circuit trailer harness and an upfitter jumper cable — a specialized wiring harness to handle further ancillary power needs.

**4 THE 6.7-LITER CUMMINS® TURBO DIESEL ENGINE.** Inherently reliable, with fewer moving parts than competitive V8 diesel engine designs, the 6.7-liter Cummins in-line six-cylinder delivers 305 horsepower and 610 lb-ft of torque.

**5 CUMMINS STANDARD EXHAUST BRAKE.** Factory-installed, the diesel exhaust brake helps reduce brake wear and contributes to braking effectiveness, which can lengthen service intervals.

**6 A FRAME THAT SUPPORTS BUSINESS.** Upfits are easy: Fuel lines, brake lines, and wiring all run together and are accessible along the inside left frame rail. The fuel filler is routed through the frame for ease of upfit. And all chassis components are fitted below the flat rear frame rail surface.

**7 AUXILIARY FUEL FEED LINE.** A special capped fuel port on the fuel tank makes life — and work — easy, facilitating the use of ancillary, properly equipped appliances running on diesel.

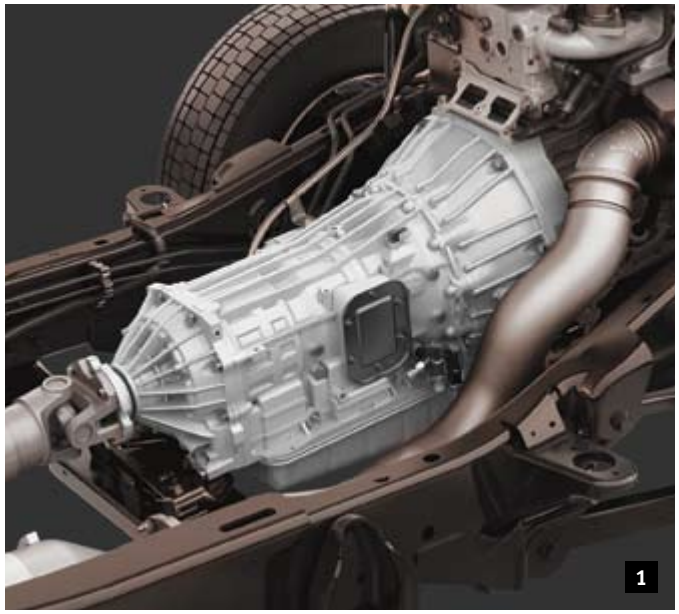
**8 BUILT-IN GROUND STUD.** Very practical: upfitter-friendly rear ground stud, rated to handle a maximum of 50 amps.

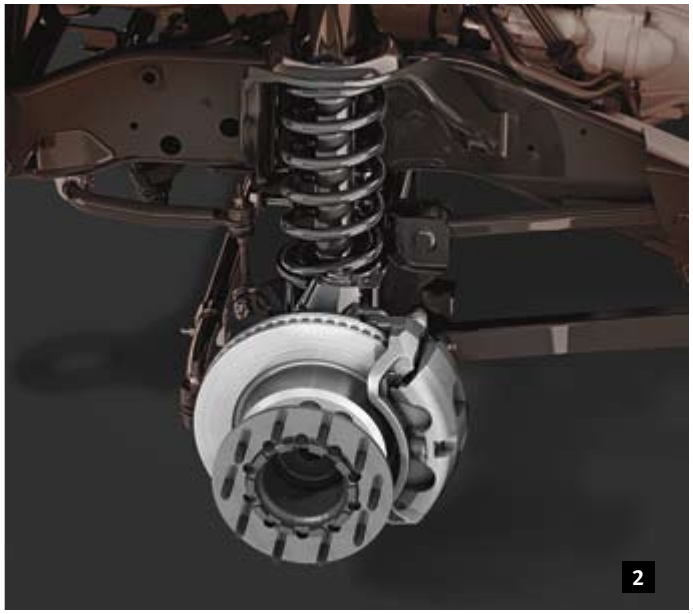
**9 EXCEPTIONALLY LARGE BRAKE ROTORS.** Front rotor size is massive and measurably larger than Ford and GM Class-4 and -5 conventional chassis cab models. The wide vented rotors are 15.35 inches in diameter in the front and rear. Braking is further controlled through Electronic Variable Brake Proportioning, a brilliant design that automatically balances front-to-rear braking properties.

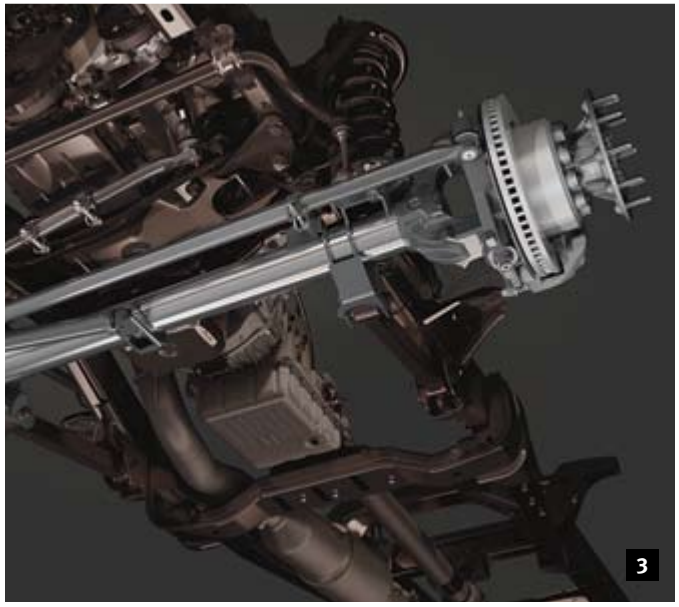
**10 RIVETED CROSSMEMBERS AND EXHAUST HANGERS.** The riveting process proves far more durable in commercial applications than welds or bolts — just ask the airline and aerospace industries. Furthermore, rivets allow easy removal and/or replacement of components during upfits and other modifications.

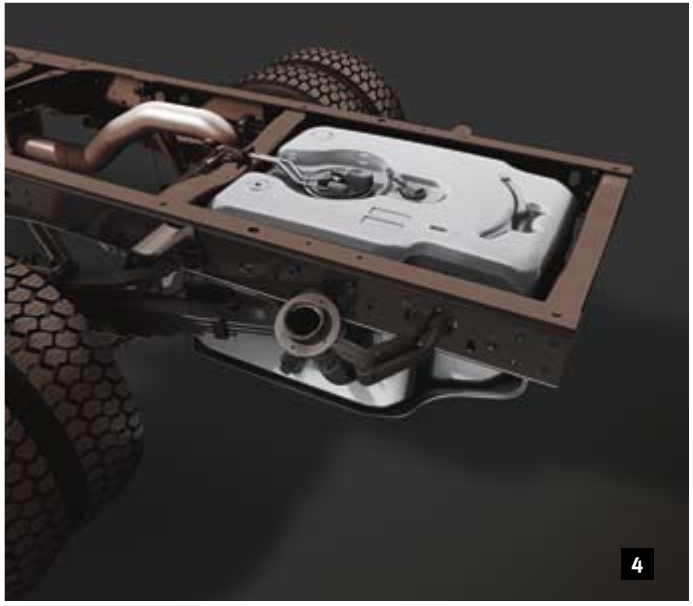
**11 SUPER-TOUGH BACKBONE.** A solid strength to Ram 4500 and 5500 Chassis Cabs is the hydroformed frame. Built specifically to meet commercial-grade demands, it offers a superlative 50,000-psi steel strength rating where it counts most — in the rear.

[1]When properly equipped.




**1 TWO TRANSMISSION CHOICES.** Whether you choose the 6-speed manual or the available AISIN 6-speed automatic (shown above), count on built-in PTO capability with both.

**2 OUTSTANDING BRAKE SYSTEM.** A four-wheel disc antilock brake system (ABS) is standard on all Chassis Cab models. Dodge uses a three-channel brake system with updated calibration that refines brake performance — giving all Ram Chassis Cabs outstanding road manners.

**3 EXCEPTIONAL STEERING AND SUSPENSION.** The steering and suspension systems boast superb strength, with engineering focused on improved load capacity, increased durability, and refined handling — even under extreme road conditions. Detailed here is one of the best assets to Ram Chassis Cabs: a solid front axle.

**4 TIME-SAVING 52-GALLON TANK WITH THROUGH-THE-FRAME EXTERNAL FUEL FILLER.** The advantages are all around: The mammoth tank allows more time between fill-ups; the through-the-frame fuel filler allows any upfit without modification. (Even the available 22-gallon tank, mounted mid-ship, features a through-the-frame external fuel filler.)

# IN THE WORKING WORLD, ONE AUTHORITY NATURALLY RISES TO THE POSITION OF LEADERSHIP AND RESPECT. WHEN YOU USE POWER, TORQUE, AND PROVEN RELIABILITY AS REQUIREMENTS FOR THE OFFICE, THERE'S ONE TEAM THAT WINS HANDS-DOWN; DODGE RAM HEAVY DUTY AND THE INCREDIBLE 6.7-LITER CUMMINS® TURBO DIESEL.

**1 HIGH FUEL-INJECTION PRESSURES.** A substantial increase over the previous 5.9-liter common-rail system (fully 2,900 psi or 200 bar) translates into improved performance.

**2 VARIABLE GEOMETRY TURBOCHARGER (VGT).** The VGT, used in concert with an Exhaust Gas Recirculation control valve, increases performance, and helps improve emissions.

**3 FORMIDABLE BLOCK STIFFNESS.** The engine block is cast from iron — a process that reduces noise, decreases vibration, and mitigates harshness to the engine and ride.

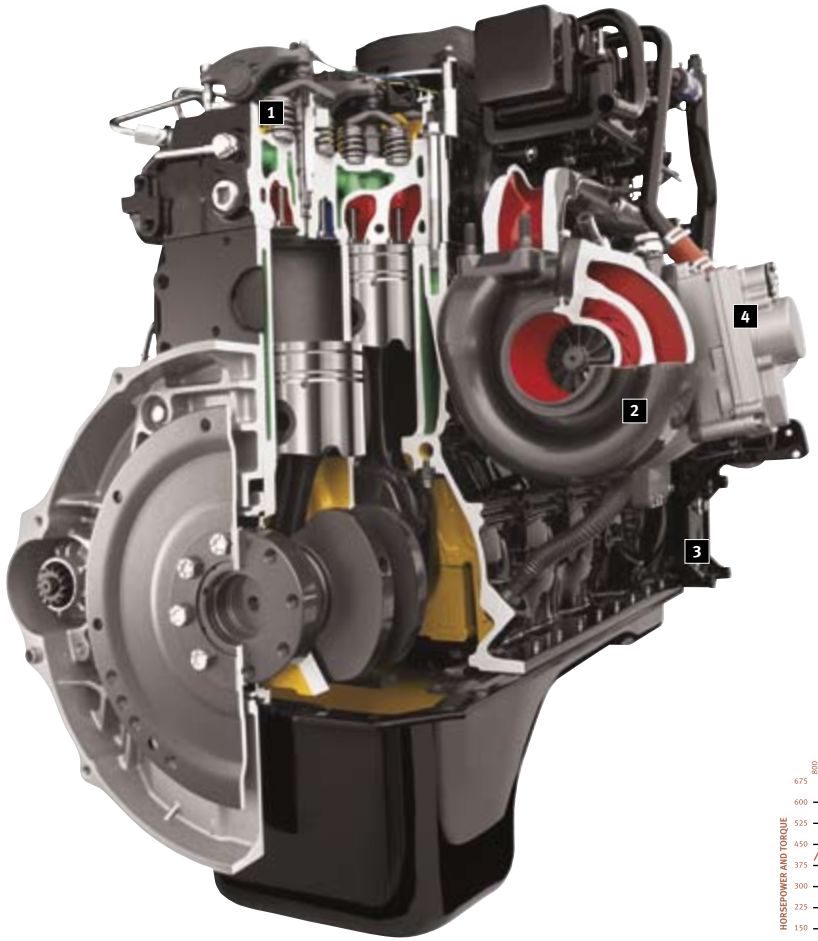
**COMMON-RAIL ARCHITECTURE.** The common-rail system in the 6.7-liter Cummins Turbo Diesel works with sophisticated electronics and yields significant advantages: With multiple injection pulses and independent control of injection pressures, you'll find uncommonly quiet operation and outstanding cold-starting ability.

**INTEGRATED GRID HEATER.** A further engineering accomplishment by Cummins to help achieve that outstanding cold-starting ability (down to -20°F — with no ancillary heater).

**ELECTRONIC CONTROL MODULE (ECM).** Engine efficiency also comes from the ECM. Its expanded electronic features are designed for the demands of the commercial market.

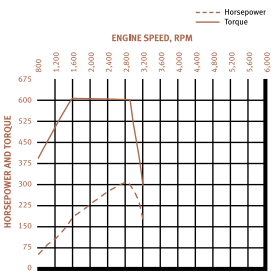
**EXCLUSIVE ENGINE CONTROL SYSTEM.** It's proprietary, and enables the engine to respond faster to throttle and acceleration.

**FUEL FILTER: A WORKING MODEL OF EFFICIENCY.** Changes to fuel properties and in emissions standards are in progress this very moment. The 6.7-liter Cummins Turbo Diesel features a fuel filter with outstanding efficiency.




**4 EXHAUST BRAKE AND VGT TECHNOLOGY.** Diesel power continues to grow more efficient. Here, the exhaust brake is installed at production; the built-in process helps ensure proven reliability. Another asset to further contribute to this engine's incredibly long life: the VGT — the Variable Geometry Turbocharger. Benefits include reduced brake fade, longer brake life, faster cab warm-up, and greater vehicle control.

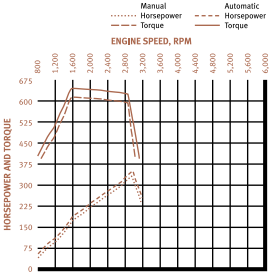
**SO CLEAN, IT'S CLEAN-IDLE CERTIFIED.** With standard equipment including the Cummins 6.7-liter — making this the cleanest-burning Cummins ever — Dodge Ram 4500/5500 Chassis Cabs now meet the Air Resource Board (ARB) $NO_x$ Idling Emissions Standard, and are Clean-Idle Certified when properly equipped — an honor which permits unlimited use at idle on the job site. Neither Ford nor GM chassis cabs carry the certification, which — by law — limits their idling time at work sites in certain states to only five minutes.




Available 6.7L Cummins Turbo Diesel used in 3500/4500/5500 Chassis Cabs

305 horsepower @ 2,900 rpm

610 lb-ft of torque @ 1,600 rpm




Available 6.7L Cummins Turbo Diesel used in 2500/3500 pickups.

350 horsepower @ 3,000 rpm (6-speed automatic)

650 lb-ft of torque @ 1,500 rpm (6-speed automatic)

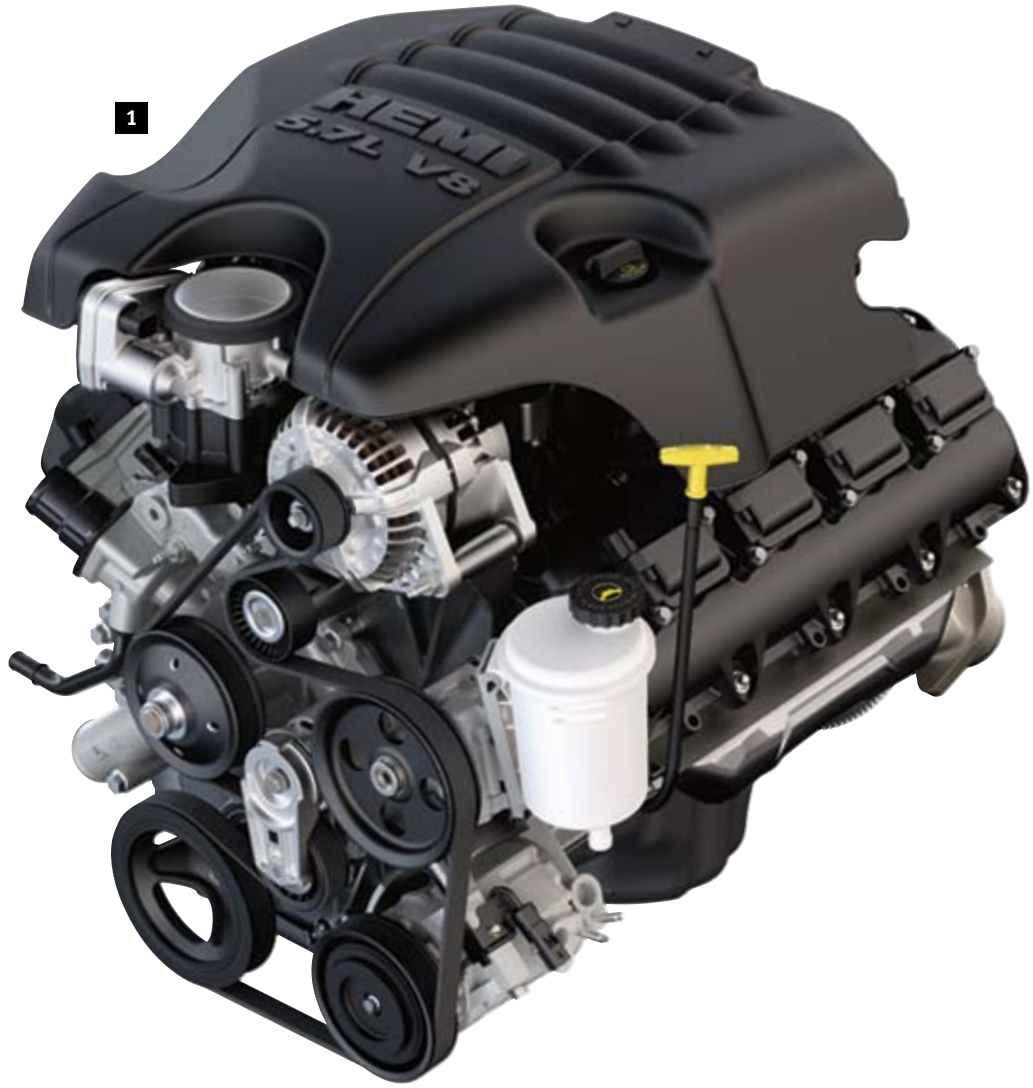
350 horsepower @ 3,013 rpm (6-speed manual)

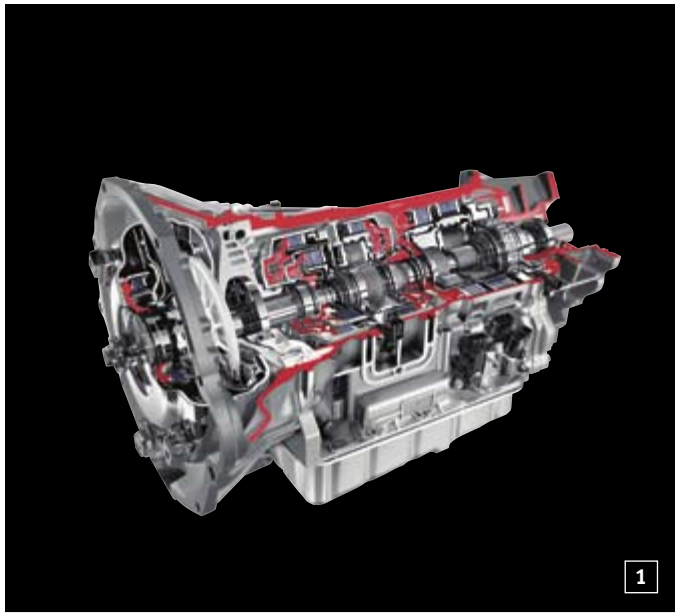
610 lb-ft of torque @ 1,400 rpm (6-speed manual)

# TODAY, MORE THAN EVER, IT'S ABOUT ECONOMY ON THE JOB. BETWEEN THE ENGINEERING OF THE LEGENDARY 5.7-LITER HEMI V8 POWER PLANT AND THE CLEAN-BURNING NATURE OF THE CUMMINS TURBO DIESEL, THERE'S FUEL TO BE SAVED. JOIN US IN THE EFFORT — WITH CUMMINS, HEMI, AND DODGE WORKING TOGETHER.

**RAM HEAVY DUTY AND THE 6.7-LITER TURBO DIESEL: FOR YEARS, IT'S THE DRIVING FORCE IN BUSINESS.** The numbers sum up a working partnership that lasts and outlasts — year after year. Today, more than 1.6 million Dodge Ram models are powered by the world-renowned Cummins Turbo Diesel in Dodge Ram pickups and Chassis Cab models. And the quality of the engine goes far beyond today's needs: The mighty Cummins is already compliant for the future, meeting 2010 emissions standards in 2500/3500 pickups today. As one of the cleanest diesel engines in any commercial pickup, there are more reasons why it works so well. Find out for yourself, when you test-drive one in a 2009 Ram.

**1 THE 5.7-LITER HEMI® V8: ONGOING QUALITY AND TECHNOLOGY — WITH NO END IN SIGHT.** Building a legend is not to confine it to history — but to continue using those strengths in new ways. For 2009, the biggest change to the 5.7-liter HEMI V8 in Ram Heavy Duty models is the addition of Variable Valve Timing (VVT). A technology that's the norm in Formula One race cars, VVT offers increased engine breathing throughout the rpm range by varying the points at which the valves open and close in conjunction with piston position. Results are measurable: better performance, more efficient operation, and increased torque for towing and hauling — exactly the demands made on these formidable work trucks, day after day. Today, the 5.7-liter HEMI V8 in Ram Heavy Duty models adds up to refinement, power, and even economical performance.





**1 AISIN AS68RC 6-SPEED AUTOMATIC.** Electronically controlled, with superb shift quality (from an advanced electro-hydraulic clutch-to-clutch control), close gear ratios, (including the low first-gear ratio, of 3.74:1), and static and mobile PTO capability. With 6.7-liter Cummins Turbo Diesel only, in 3500/4500/5500 Chassis Cabs.

**2 545RFE 5-SPEED AUTOMATIC.** Utilized in Dodge Ram for years, in many applications. The 545RFE 5-speed is a sophisticated multirange electronically controlled transmission that provides optimized gear ratios for responsive and durable performance. Mated to the 5.7-liter HEMI V8. Found on Dodge Ram 3500 Chassis Cabs and 2500 pickup models.

**3 68RFE 6-SPEED AUTOMATIC.** The 68RFE 6-speed automatic transmission provides all the benefits measured by the working world: strength, stamina, reliability. Coupled only to the Cummins 6.7-liter Turbo Diesel. Available for Ram 2500 and 3500 pickups.

**4 6-SPEED MANUAL.** A high-ratio 6th gear allows longer highway cruising, with the welcome economy that comes with a manual transmission. The 6-speed manual is the traditional drivetrain combination for Dodge Ram Heavy-Duty pickups with the 6.7-liter Cummins Turbo Diesel power plant.

Independent testing on 2008 models has proven the 2008 Dodge Ram 5500 Chassis Cab more fuel efficient than Ford and Chevy Class 5 chassis cabs, helping you save.

SAVE OUR FUEL

# RAM 3500 CHASSIS CABS. HOW YOUR BUSINESS STANDS OUT: ADAPT TO YOUR MARKET.

Ram 3500 Chassis Cabs, clockwise from upper left: Regular Cab Dually in Bright White, with Flat Bed upfit; Regular Cab Dually in Bright White, with Service Body upfit; Quad Cab® Single Rear Wheel (SRW) in Brilliant Black Crystal Pearl, equipped with Stake Bed upfit; Regular Cab Dually in Bright White, with Tow Body; Quad Cab Dually in Flame Red, with hydraulic Dump Body upfit.

**RAM 3500 CHASSIS CAB. WHERE VERSATILITY TEAMS UP WITH QUALITY AND DEPENDABILITY. AND IT JUST FLAT-OUT WORKS.** With standard 5.7-liter HEMI® V8 or available 6.7-liter Cummins® Turbo Diesel power, Ram 3500 Chassis Cab models show no compromise in any area.

Built and designed with upfitter-friendly engineering, assets here are extensive, including an easy-to-access electrical system and stronger rear frame steel strength than a comparable Ford Class-3 conventional chassis cab model (Dodge is rated at 50,000 psi). Using the same comparison, front brake rotors are also superior: Ram 3500 Chassis Cab models feature massive rotors for unmistakable stopping power and excellent heat distribution — and they're 13.9 inches in diameter. In fact, the new brake system features new calipers, rotors, parking brake with DIH (Drum in Hat) technology, hub bearings, front shields, and a new steering knuckle. Even the larger-than-usual fuel tank helps save time by reducing the frequency for fuel stops: The 52-gallon tank is standard, with the 22-gallon mid-ship tank available when a specialized upfit utilizes the rear chassis area.

The list of Ram 3500 Chassis Cab assets continues at length. For further information — including technical specifications — refer to the comprehensive *Dodge Commercial Guide*, or click on dodge.com/chassis_cab

# IN A HEAVY-DUTY WORKPLACE, YOU NEED CAPABILITY THAT OUTLASTS — AND QUALITY THAT OUTPERFORMS THE COMPETITION. SO BRING OUT THE HEAVY-DUTY WORKERS: GRAB THE STRENGTH OF RAM 2500 AND 3500 PICKUPS, AND THE VERSATILITY OF RAM 3500 CHASSIS CABS.

**Dodge Ram Heavy Duty, left to right: 3500 Chassis Cab Quad Cab® SLT Dually, shown in Bright White, with a Flat Bed upfit; Ram Power Wagon in Flame Red; 3500 Quad Cab Big Horn Dually, shown in Brilliant Black Crystal Pearl, with a gooseneck hitch and Featherlite® trailer.**

AUTHENTIC DODGE ACCESSORIES

MOPAR.

**2500 AND 3500 HEAVY DUTY. THE ONE AND ONLY CHOICE.** Only Ram Heavy Duty models offer the tough and durable 6.7-liter Cummins® Turbo Diesel. Only Ram offers the Ram Power Wagon® — the most capable pickup for severe off-road work conditions. And Dodge Ram pickups endure preproduction testing so rigorous, they often exceed where competitive models fail. The result? Uncompromising durability. Ram Heavy Duty. Built to be considered first — because they last. There's more at dodge.com/ram_hd

**AUTHENTIC DODGE ACCESSORIES.** Enhance your Ram with Authentic Dodge Accessories by Mopar. These original equipment accessories feature the exact fit, finish and functionality for your Ram.

**RAM RACK.** This multifunctional equipment transport system securely attaches to truck beds. Shown on Ram Power Wagon.

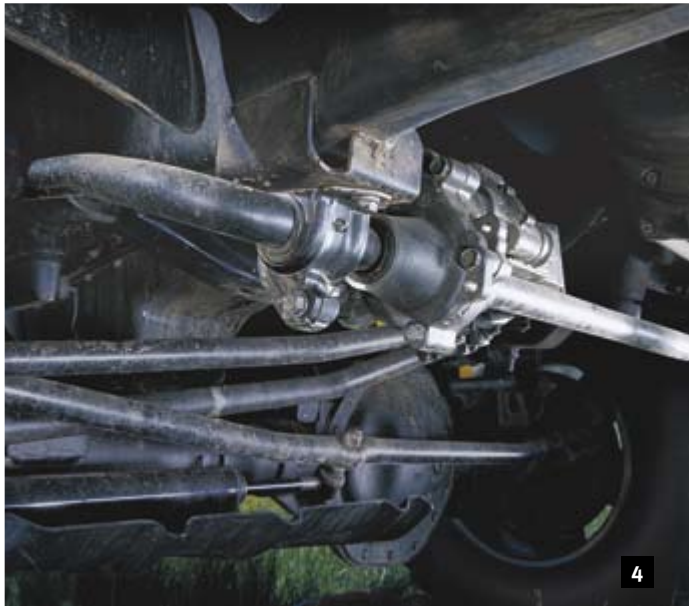
**TELESCOPING TRAILER TOW MIRRORS.** Wider for increased visibility, and mounted on an arm extension that enables them to slide away from the vehicle for a better view. They also feature lighted turn signals and defrost functions. Shown here on Ram 3500 Quad Cab Dually.

**PREMIUM SIDE STEPS.** These corrosion-resistant, chrome-plated aluminum boards feature plastic-ridged buttons for superior skid resistance and Black plastic end caps with rounded edges for a clean, finished look. Shown here on Ram 3500 Quad Cab Dually.

**uconnect web.** Turn your vehicle into a WiFi Hotspot with this Authentic Dodge Accessory by Mopar. It allows every passenger in your vehicle to harness the power and entertainment value of the Internet at the same time. It's easy to use with laptops and other wireless devices, and does not require software. Subscription required, sold separately.

Check us out at mopar.com

**RAM HEAVY DUTY**




**1 STAIN REPEL.** Ram cloth seats feature available Stain Repel seat fabric,[1] resistant to stains, odors, and static. It's a clean machine.

**2 GAS-CHARGING: VERY GOOD FOR BUSINESS.** On Ram Power Wagon, ultra-strong Bilstein® gas-charged shock absorbers leave no doubt that this truck can do the job.

**3 MASSIVE BRAKE ROTORS.** Front brake rotors on Dodge Ram 2500/3500 are a massive 13.9 inches in diameter. (Shown here are the larger 15.35-inch rotors found on 4500/5500 Chassis Cab models.) Stopping power? It's all systems go.

**4 THE POWER WAGON FRONT STABILIZER BAR.** The most capable pickup for severe off-road work conditions utilizes an electronically disconnecting front stabilizer bar, for an additional — and exceptional — *nine inches* of articulation.

[1]Not compatible with aftermarket fabric-protecting coatings. Properly secure all cargo.